BOYCOTT OF GOULD INTERESTS BY U. S. STEEL CORPORATION.

Invasion by George Gould's Colorado Fuct and fron Co. of the steel Corporation's Field Causes Loss to Gould Lines, the "Pittsburg Dispatch."

PITTSBUBO, April 22.-The Pittsburg Dispatch, which always has been known as the official organ of the Wabash road at Pittsburg, and particularly the organ of Joseph Ramsey; who is retiring as president of the Wabash, says to-day in an inspired article:

"President Joseph Ramsey's retirement from the Wabash recalls a startling situation with respect to the Pittsburg district. Invasion of the territory of the United States Steel Corporation by George J. Gould with his Colorado Fuel and Iron Company has resulted in such a severe boycott against the Gould interests that the Wabash has been denied every pound of its freight out of Pittsburg, and the corporation has prevented a Wabash connection to make effective the tonnage contract left by Andrew Carnegie for censummation by those who purchased his Carnegie Stee Company.

"Fruitless efforts to solve this veratious problem have been made by President Ramsey owing to interference on the part of Gould and his pole friends. Discouraged at the desperate prospect of making the Pittsburg terminal profitable without the corporation tonnage, and with other acts which have converted friends into enemies, President Ramsey has' decided to retire and leave others to combat the situation.

"There are no personal differences be- I tween Gould and Ramsey. The wizard's son is satisfied with the Pittsburg terminal. He is not discouraged at its cost of \$23,-000,000. His friends, however, have so embroiled him that its success is imperiled. Some months ago Mr. Gould, in order to widen the field of the Colorado Fuel and Iron Company, with the advice of Col. F. J. Hearne, formerly of Pittsburg, reduced the rates on the Missouri Pacific and other Gould lines to the East on iron and steel articles in order that the Colorado company might invade territory as far east as Chicago. This rate applied only on eastbound freight and the Colorado company at once began flooding territory formerly held by the United States Steel Corpora

"The Steel corporation resented this. The American Steel and Wire Company had a rich trade in wire and wire nails, of which Col. Hearne desired a portion. And he secured it, owing to the new rates, formerly sharply divided by the Missis-sippi. A warning to Mr. Gould was given, and then traffic managers of the corpora-tion, through Mr. Keefe of the American Steel and Wire, their chairman, were in-structed by President W. E. Corey to dis-continue routing freight over the Gould

The American Steel and Wire, American "The American Steel and Wire, American Sheet Steel and American Steel Hoop companies at once complied with the orders, although the Carnegie Steel Company and National Tube Company then had shipments en route. Up to that time the Gould lines, including the Wabash, Missouri Pacific, Texas Pacific and Denver and Rio Grande, had been receiving shipments amounting to hundreds of thousands of dollars a year. sands of dollars a year.

\*A complication over pipe purchased from other than the National Tube Company, and over locomotives and cars, the latter entirely ignoring expressed wishes of the Carnegie company, served only to embitter the corporation officials against the Gould system. It is declared by a Steel corporation official that President Ramsey was powerless to prevent this situa-tion, which was really created by intimate friends of Mr. Gould.

"The loss of tonnage that was being routed over the Gould lines was severe in itself, as heavy consignments of pipe to the Indian Territory, Kansas and Texas fields and plate to territory reached by the Gould lines were being made. But the worst blow of all was the continued refusal with the Union Railroad, the terminal of the Carnegie Steel Company, and the Beese-mer and Lake Erie.

The last important act Mr. Carnegie "The last important act Mr. Carnegie did before he retired from the steel business was to sign a contract with Mr. Gould and Mr. Ramsey to give the Wabash Railroad one-fourth of the Carnegie Steel Company tonnage in central traffic territory, if it would build into Pittsburg and make connection with the Union Railroad. This tonnage means anywhere from 1.000,000 to 2,000,000 tors of freight a year, and, this enormous traffic assured, was what made enormous traffic assured, was what made easily possible the underwriting of the Pittsburg and Toledo syndicate, which built what is known as the Wabash-Pitts-Terminal and Wheeling and Lake railroads.

Erie railroads.

\*\*President James H. Reed of the Union Railroad never designated the point where the Wabash should make connection to reach the Carnegie milis. J. P. Morgan was enraged during the formation of the United States Steel Corporation to find that Mr. Carnegie had tied such a string to his big interests, and he has constantly since been inimical to the ambitious plans of Gould and Ramsey to reach the Atlantic seaboard. Mr. Ramsey made repeated efforts to gain a favorable decision on the part of the corporation, and it is reported that he even sought the assistance of John D. Rockefeller in his conference with Mr. Corey. Sudden and unexplained moves made by Mr. Gould's friends, however, frustrated every attempt, although a month ago conferences had reached such a point that they promised a solution.

\*Recently, however, the Colorado Fuel and Iron situation reached such a strained position that when notified by Mr. Ramsey that he would build a spur of the Wabash to a connection with the Union Railroad without waiting for a point to be designated the corporation officials notified him that if he insisted upon this program the Carnegie mills would not give a pound of President James H. Reed of the Union

if he insisted upon this program the Car-negle mills would not give a pound of freight. The situation has since become even worse, and the Gould lines have carried no freight from corporation mills save that routed by the purchasers. Even be-fore the Wabash was in operation into Pittsburg the tonnage given to the Goulds by Pittsburg and Wheeling mills of the cor-poration was enormous. The Colorado Fuel fight has caused this tonnage to shrink

to practically nothing.
"President Ramsey is reported to have become exasperated at the thought that the splendid line he built into Pittsburg could not get a ton of corporation freight, although it possessed an almost invaluable contract. Every move he made was frus-

Friends of Mr. Gould say that he is in raptures over the prospect of tonnage from Pittsburg, but that he is unwilling to concede the Colorado Fuel position. There is no doubt in financial circles that he desires to force the Steel corporation to buy the king Colorado proposition and that the big Colorado proposition and that he is playing every card with that end in view."

## Alpha Belta Phi Convention.

The seventy-third annual convention of the Alpha Delta Phi fraternity will be held in this city on Thursday, Friday and Saturday of this week, under the auspices of the Manhattan chapter of the City College and the executive council of the fraternity. The headquarters of the convention will be at the Hotel Astor, where the business meetings will be held. The convention banquet will also be served in the Astor. banquet will also be served in the Astor

Worth Divorce Follows Schaefer Divorce Supreme Court Justice McCall signed yesterday a final decree granting a divorce to Minnie A. Worth from Gorham A. Worth, a broker. Mrs. Worth gets the custody of their one child. The Worths were married in 1887. Worth was corespondent in the divorce suit brought by Gen. Emil Schaefer, the brewer, against his wife, Aurelia. Gen. Schaefer got his divorce some time ago.

DREAMLAND THIS SEASON. Biggest of the New Attractions Will Be

"Creation"-Other Features. Dreamland at Coney Island will open Saturday, May 13. Half a million dollars has been spent for improvements and new ows, according to William H. Reynolds, resident of the amusement company.

The biggest of the new shows will be Creation," which was a feature of the Pike at the St. Louis exposition. Press notices of the spectacle describe it as a faithful representation of the creation of the world as given in the Book of Genesis "Creation" will be presented in a new building that is being put up on Surf avenue at

the entrance to the grounds.

Bonavita, the lion trainer who mauled by a victous lion inBostock's show at Dreamland last summer, will handle lions this season with one arm. He had to have his left hand amputated after weeks in the hospital following his fight with the black lion Baltimore.

The most interesting of Dreamland's free shows will be an imitation of a Roman ite. Around the lagoon a hippodrome track has been constructed, where chariot and horse races will be given after a parade of soldiers and the representation of a Roman triumph. Ostrich races, a race between a horse and an ostrich and pony races, with monkey riders, are advertised as features of the free show at the hippo-

drone track.

One of the changes that have been made at the resort for this season is the substitution of "Hell Gate" for the submarine boat trip. A sudden shoot underground after a boat ride on the surface of a minature efter a boat ride on the surface of a minature river is the thriller promised for "Hell Gate." Another of the new shows will be "Touring Europe in an Automobile." This will take the place of the "Fall of Pompeii." B. Altheer's dog, monkey and pony circus will be the big attraction for the children at Dreamland this year and will have a building to itself. "The Streets of Asia" will have the usual complement of fakers, snake charmers and sellers of odd trinkets.

Among the old shows that were successful

odd trinkets.

Among the old shows that were successful last year is "Fighting the Flames." The interior has been reconstructed and a block of buildings erected. The fire show is in charge of Chief Sweeney, at one time in the New York Fire Department. Sweeney has invented a new life saving device, which will be exhibited.

The prinature railway. "In the Ozarks."

will be exhibited.

The miniature railway, "In the Ozarks," a shooting gallery, "The Canals of Venice," the scenic railway, the "Midget City," the infant incubators, "Bumping the Bumps," the merry-go-rounds and the chutes have been improved and enlarged.

There will be accommodations for 20,000 bathers at Dreamland this season. The pier has been rigged with thousands of incandescent lights for the accommodation of people who want to take a dip at night. The ballroom and restaurant on the pier

ballroom and restaurant on the pier

ave been redecorated.

The Iron Steamboat Company will have no regular schedule in taking passengers from New York to Dreamland. The ser-vice, it is announced, will be continuous, one boat leaving the pier as soon as another arrives. Arrangements have been made with the Brooklyn Rapid Transit Company and the trolley lines for improved service over that furnished last year.

SLAM IS DEAD.

Famous All About the Morgue for His Satire on the Ladies.

Slam, an intelligent spaniel owned by Thomas Hughes, Jersey City's official morgue keeper, had his first fit yesterday in his master's establishment at 101 Montgomery street. Everybody connected with the office tried to do something for the little fellow, but their efforts were in vain-Slam rolled his eyes and wagged his stumpy tail as if to express his thanks and ther died. The undertaker and his assistants were greatly upset over the death of the dog and made arrangements to bury him in a white pine box. The body was interred last night.

Slam was a trick dog, not quite a year old. He made friends with everybody who visited the office and was always ready who visited the omee and was always ready to give an exhibition of his skill. When told to show how a man said his prayers in church Slam would sit on his haunches and rest his nose between his paws on a chair. He wouldn't look up until somebody said, "Now, let's see how a lady says her prayers." As quick as a wink Slam would raise his head and wag it from one side to the other, as if looking at Esster hats still remainas if looking at Easter hats, still remaining in a kneeling posture.

The spaniel took a great delight in knock-

ing ashes from the and of a cigar with his paw and he would extinguish a match by patting the fiame in a gingerly fashion, with his head cocked on one side. He played "dead dog" and "rolled over" whenever he was asked to do so.

ever he was asked to do so.

Mr. Hughes has two large office cats,
Charlie and Ginger, who have been
taught to box and do other tricks. Slam
and Charlie were on the best of terms,
but the dog and Ginger didn't hitch at
all. Charlie and he romped by the hour
without damage to either, but the fur al-

101 YEARS OLD.

Joseph Morris Has Not Behaved Like the Majority of Men.

RED BANK, N. J., April 22.-Joseph Morris of Belford, the oldest resident of eastern New Jersey, will on Tuesday celebrate

been married twice. His first wife has been dead over sixty years and his second wife died two years ago.

GIRL STUDENTS IN PERIL.

Their Boat Upset in Gloucester Harbor -They Cling to It Until Rescued. GLOUCESTER, Mass., April 22.-Two Radcliffe College students who have been stopping at the Harbor View Hotel for the Easter vacation had a narrow escape from drowning in the harbor in a squall yesterday afternoon. They were near the west-erly side of the harbor when their boat became engulfed in the breakers and upset. The girls clung to the upturned craft and were rescued by James Murphy and Fred Gorman, who struck out from the locke and laid hold of the boat, which was being whirled around in the undertow. The men pushed the craft ashore, first making

men pushed the crist assore, first making sure that the girls had strength enough to maintain their hold.

The girls were taken to the home of Mayor MacDonald and later they were removed to the notel in a carriage. They refused to the holds paragraph.

CHILD SINGER MISSING.

Her Mother Suspects That Relatives in New York Have Kidnaped Her. RACINE, Wis., April 22.-Ethel Hamline, 10 years old, a talented singer, has disTHE RATE MAKING PROBLEM

PRESIDENT TUTTLE AGAIN BE-FORE SENATE COMMITTEE.

He Arkues That No Industries Are injured by Giving Lower Rates to Competing Points-Protest From Ballroad Employees Against Federal Bate Making.

WASHINGTON, April 22.-President Lucius uttle of the Boston and Maine Railroad was again before the Senate Committee on Interstate Commerce, which is investigating the question of railway rate regulation. He was questioned at length by Senator Carmack in regard to rate making and the apparent discrimination between ocalities in higher or lower rates.

There were undoubtedly some instances Mr. Tuttle said, where a proportionately lower rate for the competing point operated against the intermediate points. He menioned one instance, the rates on cotton to Lowell from the middle South being ower than to North Carolina. This was cessary, he contended, because the unit cost of production was higher at Lowell, and without the equalization in freight rates the mills would be closed, the railroad companies there suffering loss as well as everything else in the town.

If the intermediate rates were correspondingly reduced, he said, it would not help the industries along the line, while for the railroads, they would be like the Texas clothing dealer who declared that he was doing business at a loss, but was doing so much of it that he was getting rich. It was not the policy of the roads to throttle the intermediate industries, but, quite to the contrary, to develop them everywhere. The roads had no preferences and there was no philanthropy in the railroad business. In making business for themselves they were obliged to make business for their

Taking for example, the hauling of corn from the corn belt to the seaboard at an actual loss, Mr. Tuttle pointed out that if that was not done the farmers in the middle West would be burning their corn and they could not buy the manufactures of New England. Stagnation would result in the West which would be felt all over the country. In order to prevent any such conditions the railroads were compelled to equalize rates and practically eliminate distance so that the flow of money should

not be stopped To show that the effect of this system was beneficial and that no industries were throttled Mr. Tuttle pointed to the continued prosperity of the country. In his opinion any attempt on the part of Congress to establish rules for the movement of traffic which would prevent the railroads from giving this elasticity to rates would prove disastrous and would hurt the commerce of the country more than the railroads. There could be no general rule for rate making. The scientific and perhaps the only constitu tional basis would be on mileage. That, however, would establish zones and would make transportation out of those gones prohibitive.

In response to members of the committee Mr. Tuttle again gave his views on the plan he outlined on Thursday for referring to the courts questions as to the unreasonaeness of rates. In his belief, the railroads recognized the fact that there must be somewhere a restraining power against unfair and unjust rates, and it undoubtedly rested in Congress. Without any additional legislation, perhaps, it was also vested in the courts under common law. The courts, to his mind, did have the power to stop the imposition of unfair rates. Might they not also have the power to say what was a fair rate? If that power did not exist, it could be supplied by Congress, and it was his firm belief that, if the courts should lay down what did constitute a lawful rate, the railroads would obey it

without question. Chairman Elkins laid before the committee a protest from the Pacific Division of the Brotherhood of Locomotive Engineers, protesting against the passage of the Each-Townsend bill or any similar measure looking to the fixing of rates by the Government. This was the first expression of opinion by railroad employees on rate legislation received by the com-

mittee. It says in part:

"While we believe some change in the present rate and conditions may be needed, we do not think changes should be made by political appointees, fully believing that any modification they might make would bring about a complete revolution in business circles in the West, and especially to its great detriment.

"The commercial experience of the Pacific The commercial experience of the Pacific

ways flew when he tackled Ginger, and he kept away from the fierce old tom's and merchants has shown that interstate rates, so far as they have borne on the inreinsts of the Coast, have been fixed by the railroads with a knowledge and appreciation of the conditions that could not be expected in the case of the Federal commission, whose members are chiefly, if not wholly, appointed from parts of the country removed from the Pacific Coast.

"We deem it most important to the comterests of the Coast, have been fixed by the "We deem it most important to the com-mercial interests of the Pacific Coast that the

New Jersey, will on Tuesday celebrate his 101st birthday anniversary. Mr. Morris declares he would have died long ago if he had behaved like the majority of men, whose habits are not of the temperate sort. Uncle Joseph, as he is called, is not averse to smoking a cigar and he sometimes indulges in a chew of fine cut. He has never touched a glass of liquor in his life. He rises at 7 in the morning and goes to bed regularly at 9 o'clock. He lives with Mrs. Van Winkle, one of his daughters, and does many chores about the place. For a number of years it has been his pride to keep the wood box filled, and he is able to wield the ax with the strength of a much younger man. His favorite book is the Bible. He doesn't have to use spectacles.

Mr. Morris was born in Belford. He has been married tinterests of the Pacific Coast that the west, and vice versa. Under present conditions, and under the lowest law as it now reads, rates have been made and determined by the railroads, by which the Pacific Coast manufacturers and others have been able to find a market for their goods and naturally tributary to them. Nothing could be more disastrous to the business interests on this coast than any substantial disturbance in the manner of making these interests on this coast than any substantial disturbance in the manner of making these interests of the Pacific Coast manufacturers.

Nothing could be more disastrous to the business interests on this coast than any substantial disturbance in the manner of making these interests of the Pacific Coast manufacturers and others have been able to find a market for their goods and naturally tributary to them. Nothing could be more disastrous to the business interests on this coast than any substantial disturbance in the manner of making these interests of the Pacific Coast manufacturers and others have been able to find a market for their goods and naturally tributary to them. Nothing could be more disastrous to the business interests on this coast than any substantial disturbance in the man followed by a long line of witnesses on the part of the different railway systems, nearly forty of their representatives having already made applications for hearings, or having been summoned by the committee. The committee will also hear John Mitchell and other labor leaders, including the chief officers of the brotherhoods of locombtive engineers and firemen and of building trades unions, and it will likewise summon the secretary of the New York Board of Trade, and then the presidents of the

> Prof. Hollander Arrives at Santo Domingo. WASHINGTON, April 22.-Prof. Jacob H. Hollander, special agent from this Government to investigate the financial conditions of Santo Domingo, has reported his arrival at Santo Domingo City to Secre-tary Taft. He says that he was pleasantly received by President Morales, who offered him every assistance in carrying on the

of Trade, and then the presidents of the United States Steel Corporation, the Ten-nessee Coal and Iron Company and other

great industrial concerns interested in rail-

DIDN'T GET THEIR WISH. Bridal Couple Who Wanted Marriage Kept Scoret Not Gratified.

TSTAMFORD, Conn., April 22.—William Thomas Partridge of New York, an architect, was married here yesterday to Miss Gertrude Ruth Hesseltine of Boston, de- th scribed as the daughter of R. F. Hesseltine. The couple observed great secrecy. On the marriage license issued by the Town Clerk was the request "Please don't publish." A despatch from Boston says: "There is no such name in the city directory as R. F. Hesseltins."

PRESIDENT'S MAN TURNED DOWN.

William C. Wells Elected Chief Clerk of the Bureau of American Republics.

Washington, April 22.-The governing board of the Bureau of American Republics met to-day and elected William C. Wells a lawyer residing in this city, to be chief clerk of the bureau, much to the surprise of nearly every one, who expected that President Roosevelt's candidate, Alstair P. Gordon-Cumming, would be chosen. It has been known that there was opposition to Mr. Gordon-Cumming by some of the South American diplomats who represented their countries in the bureau, but it was not thought that the board would go against the President's wishes by electing any one except Mr. Gordon-Cumming, who is now employed in the Census office having been appointed from Hancock

As chief clerk Mr. Wells will succeed William C. Fox, who was recently elected director of the bureau. At the time of Mr. Fox's election it was arranged that Mr. Fox's election it was all the elected Mr. Gordon-Cumming should be elected chief clerk, but there were some who objected and insisted that the by-law projected are competitive examination be jected and insisted that he by-law providing for competitive examination be followed. This by-law was waived in the case of Mr. Fox, and the explanation was made that Mr. Fox's ability was known, as he had served with the bureau a number of years and had been acting director several times. several times.

several times.

A committee, consisting of the Ministers from Brazil, Peru and Costa Rica, was appointed to hold an examination. There were five applicants who took the examination, and in its report to the board of governors the committee announced that all of the applicants had been graded "good," all attaining the same degree of excellence. The final selection was set for to-day. Mr. Wells was elected by a vote of 8 to 5, the representatives from the United States. Peru, Guatemala, Brazil and Bolivia voting for Mr. Gordon-Cumming, and those from

for Mr. Gordon-Cumming, and those from Mexico, Chile, Costa Rica, Ecuador, Hayti, Nicaragua, Columbia and Honduras for Mr. Wells. There were two or three ab-

sentees.

The principal objection to Mr. Gordon-Cumming was that he is a foreigner who has been in this country a few years only, and owed his preferment entirely to social influence. He is a close connection of Col. Sir William Gordon-Cumming, who was dropped from the British Army following the baccarat scandal trial in London, in 1891. Mr. Gordon-Cumming is a member of some of the most prominent clubs in Washington.

FOR SENATOR PLATT'S FUNERAL. Committees Appointed to Represent the Senate and House

WASHINGTON, April 22.-Vice-President Fairbanks to-day designated the following committee to represent the Senate at the funeral of the late Senator Platt of Connecticut: Messrs. Buckley, Clark (Wyo.), Nelson, Depew, Pettus, Blackburn, Patterson, Allison, Hale, Cullom, Gallinger, Daniel, Proctor, Penrose, Foraker, Kean, Dick, Carter and Burrows, Mr. Fairbanks also telegraphed his intention of attending the funeral.

The committee to represent the House of

Representatives is composed of Messrs. Hill, Henry, Brandegee, Sperry and Lilly of Connecticut, Dwight of New York, Currier of New Hampshire, Lovering, Sullivan and Kelliher of Massachusetts and Capron and Granger of Rhode Island. The Senate Committee on Interstate Com-merce, which has been holding sessions here.

The Senate Committee on Interstate Commerce, which has been holding sessions here, adjourned to-day out of respect to Senator Platt and adopted resolutions to attend the funeral in a body. Senator Platt was one of the original members of that committee and served on it for many years.

INDIANAPOLIS, April 22.—Vice-President Fairbanks was not greatly surprised at the news of Senator Platt's death, but expressed great pain over it. He said:

"Senator Platt was a forcible debater and possessed in the fullest degree the confidence and respect of the entire Senate. His ripe experience, his great learning, his conservative judgment and his gentle personality will be greatly missed in the United States Senate. For several years I was associated with him in the Committee on the Judiciary The intimate relations which existed there only tended to increase my admiration of him. He was an American patriot and statesman of the highest and best type."

ATTACKED BY CHINESE. Mr. Kennedy, the Dowie Missionary, Badly

Injured, but Will Recover. WASHINGTON, April 22 .- The State Department has been informed by James W. Davidson, Consul-General at Shanghai, Davidson, Consul-General at Shanghai, that Mr. Kennedy, a Dowie missionary who was attacked by Chinese at the village of Tsangli, in the Hanchow district, a few days ago, was badly injured, but will re-cover. Frederick D. Cloud, an interpreter of the American Legation at Pekin, has been investigating the case.

A fervent appeal for information came

to the Department from Elijah Dowle, who to-day is somewhere in Arkansas or Missouri in his private car, Rover, according to his telegram.

WOULDN'T GIVE \$120 BAIL. Darling Desires This Government's Aid to

Get Out of Guatemala Jail. WASHINGTON, April 22 .- A report from Guatemala City, mailed to the State Department about ten days ago, says that Joseph L. Darling, the New York lawyer who has been in jail there for contempt of court, could have secured his release any time during the last six weeks by furnishing bail of \$120. Mr. Darling, it is said, desires to get out of jail with the aid of this Government.

Nicaragua's Concessions to the California Syndicate.

WASHINGTON, April 22 .- A communicaion to the State Department from Nicaragua tells of the granting of three concessions by the Government of that country to the Nicaragua Finance and Improvement Company, which is also known as the California Syndicate. One of the concessions is for a railway from Mianagua to Matagalpa, which is in the center of the coffee district. Another gives the company a monopoly on the sale of dynamite and other explosives, and the third grants permission to the company to to the company to take 5,000 Chinese laborers into the country.

Army and Navy Orders. WASHINGTON, April 22,-The following army orders were issued to day:

Capt. James E. Normoyle, Quartermaster, addi-tional duty at Fort Leavenworth, relieving Major Daniel E. McCarthy. Major McCarthy will pro-ceed to the Philippines division, relieving Lieut. Col. M. C. Martin, Deputy Quartermaster-General, Lieut, Col. Martin will proceed to San Francisco for further orders.

Lieut, Col. Martin will proceed to San Francisco for further orders.
Major George McK. Williamson, Quartermaster, from the Department of the Likes to Philippines division, relieving Lieut, Col. Frederick Von Schrader, who will proceed to San Francisco.
Lieut, Col. George M. Dunn, Judge Advocate, Department of the Colorado, to the Dapartment of California, relieving Major Henry M. Morrow, Judge Advocate, who will proceed to the Department of the Colorado.
First Lieut, Henry L. Brown, First Squadron, Seventh Cavalry, to accompany that squadron to the Philippines.
First Lieut, Charles F, Craig, from General Hospital, Presidio of San Francisco, to the Philippines division. division.

First Lieut. Clarence Deems, Jr., Artillery Corps,
to the commanding officer of artillery, district of
Baitimore, for duty on his staff.
Contract Surgeon William H. Richardson, from
Cleveland to Fort Sheridan.

These naval orders were issued:

Lieutenant Commander C. M. Fahs, from the Olympia to home and wait orders.

Lieutenant Commander F. H. Sherman, from the Cubb, the news had spread among the Petrel to command the Princeton.

Lieut. D. W. Todd, from the Iowa to home and wait orders.

Lieuts. C. F. Snow, C. C. Fewell and W. J. Manion.

Lieuts. C. F. Snow, C. C. Fewell and W. J. Manion.

Ensign G. P. Brown and Midshipman J. S. Abbott, from the Petrel to the Princeton.

Midshipman S. C. Rowan, from the Brooklyn to the Detroit.

Midshipman G. M. Baum, from the Massachusetts to the Detroit.

Midshipman P. E. Dampman, from the Massachusetts to the Denver.

Surgeon J. F. Urie, to the Pennsylvania.

Passed Assistant Surgeon W. L. Bell, to Naval Hospital, Mare Island, for treatment.

Assistant Surgeon J. D. Manohester and Assistant Paymaster J. F. Kutz, from the Petrel to the Prince-ton.

Jennings and Harrison, the only tie of the Jennings and Harrison, the only tie o

AUTOMOBILES.

High Grade Second-Hand Automobiles Exclusively.

ALL MAKES - GASOLINE AND ELECTRIC ANSONIA MOTOR CAR CO., BROADWAY & OOTH STREET.

MANY TEAM MATCHES AT GOLF

DYKER MEADOW WINS RETURN CONTEST WITH MONTCLAIR.

Columbia Boys Gain a Second Victory and Princetonians Meet Defeat-Staten Islanders Scoop the Englewood Visitors-Crowd at Van Cortlandt.

There were 270 players to tee up at Van ortlandt Park yesterday for rounds on the the officials napping and no tickets were given out to start by, there was little congestion and every one had a good time. The New York Golf Club, which is running off an April handicap for its members, had representatives out in both the morning and afternoon. Among the morning players, too, were a corps of actors, who had to make their rounds early to be able to play at the afternoon per-formances. The crowd, as usual, was greatest in the afternoon and it then included all sorts of players, from old Scots who learned the game as juniors at St. Andrews or the raids to holiday seekers who handled a club or the first time.

The problem of dividing the beginners rom the skilful players again cropped up and it is as far from a solution as ever, for the duffers maintain that they have all the rights on a public course of the most expert of the golfers, which is an argument that none may gainsay, at least under the present regu-lations. It does not tend toward the betternent of the conditions on the always crowded urse. The girls with rosy cheeks and cuts golfing togs, who cannot hit the ball and who get wrathy when a better player cries "Fore!" were again in evidence. So were the school ys, armed with one club and forging ahead defiance of all etiquette like sprinters et all told it was a jolly opening of the sea Actually the links were in play on Apri: after the month's rest to let the frost out the ground, but the first golfing crowd did not arrive until yesterday, which was ahead of time, as the first Saturday in May

is the usual starting day.
Great improvement was that the grass off the course, which in places had been ut short and no longer was a trap for gol salls to the subsequent profit of the park laborers. The golfers would like the grass kept as short all the season. The winter greens were in use on the first and seventh boles, the other greens were all in good condi-The sixth tee has been put back, but otherwise the course was unchanged. There was a crowd out yesterday also at both the Pelhan, Bay Park and Forest Park links.

A general handicap at eighteen holes medal lay brought out a field of twenty at the astern Parkway Golf Club yesterday. R. ounsbury was the winner and H. P. Mathews had the gross score honors with 92.

Columbia's team won its second match "off the reel" yesterday at the Nassau Country (Jub by the very creditable score of 16 to 8. Although at Nassau the court was not on the Nassau system, for like prophets scoring systems are at times without honor in their own country. Travers had an unexpectedly hard task with Jackson, only winning on the home green. The score:

Columbia—C. F. H. Jackson, C. O. E. Stevens. Columbia—C. F. H. Jackson, C. O. E. Stevens, A. P. Palmer, C. S. Slosson, I; C. H. Blake, Jr., S. V. Farrelly, 7; T. D. Logue, 3; W. L. Swan, 4.

otal, 16.
Nassau—J. D. Travers, 1; W. L. Hicks, 2; A. W. Ossiter, 5; Arthur Whitney, 0; H. L. Pratt, 0; B. Burch, 0; J. B. C. Tappan, 0; A. Elliott, 0. Total, 8. Thirty-four returned cards out of the fifty to start yesterday in the opening Class A and B handicans at the Fox Hills Golf Club. The course, which will be the scene of the Metropolitan Golf Association's championship next month, was found to be well ahead of the season in point of condition. C. W. Kendall won in Class A and B. F. Ahlstrom in Class B. The results.

Won in Class A and B. F. Aristrom in Class B.
The results:
Class A.—C. W. Kendall, 84, 10—74; H. Walther, 85, 9—79; W. B. Houghton, 84, 4—80; A. J. Dillin, 96, 12—84; T. D. Adien, 94, 10—84; W. A. Hannigan, 90, 6—84; J. E. Bullard, 90, 6—84; E. W. Lembeck, 95, 10—85; A. D. Seaver, 96, 11—85; W. D. Hooper, 96, 11—85; C. S. Bottome, 95, 8—87; F. B. Barrett, 95, 8—87; C. W. Sparks, 95, 7—88, C. A. Kimball, 96, 7—89; H. F. Ives, 100, 10—90; H. B. Nowman, 101, 11—90; L. L. Riley, 108, 11—92; T. P. Riley, 104, 11—93; S. A. F. Sutherland, 102, 9—93; H. A. Murphy, 104, 11—93; Frank Scars, 98, 4—94; W. Lambert, 105, 11—94; George E. Armstrong, 104, 8—96; W. L. Davidson, 109, 11—98.
Class B.—B. F. Ahlstrom, 96, 18—78; G. R. Kelso, 95, 15—80; D. F. Grandin, 97, 16—81; A. H. Conners, 69, 18—81; W. F. Kimball, 101, 18—63; D. C. Evers, 101, 13—68; A. D. Meacham, 101, 13—68; H. H. Lloyd, 103, 14—89, A. E. Walden, 123, 15—105; J. B. L'Hommedieux, 124, 18—106.

medicux, 124, 18—106.

The new island hole was a puzzle—one of several that baffled them—to the Princeton boys yesterday at the Baltusrol Golf (Jub. and they were beaten in the four ball match by 7 to 1. Larkin and Morrow accounted for Olyphant and Reinhart, the beadlihers of the varsity team, while Vanderpool and Bayard, Jr., beat R. Peters, Jr., and William West, who reached the semi-final in the national championship over this course last fall, Gee, the Western boy, and Barrows won out in the remaining foursome from the Baltusrol pair, Candler and Walton. The scores:

Baltusrol—A. H. Larkin and A. S. Morrow, 2: W. D. Vanderpool and Louis P. Bayard, Jr., 6; R. W. Candler and J. Walton, 0. Total, 7.

Princeton—P. M. Olyphant, Jr., and F. O. Reinhart, 0: W. West and R. Peters, Jr., 6; H. J. Gee and G. Barrows, 1. Total, 1.

LAKEWOOD, N. J., April 22.—Davison Lloyd, a well known Pittsburg golfer, added another cup to-day to the collection of trophies he has won in Lakewood golf competitions this season. He won both net and gross score prizes in the weekly handican competition wo-day, his card being 77. Archibald McClure of the Country Club finished second. The scores: OFes:
D. L. Lloyd, 83, 5-77; A. J. McClure, 91, 12-79;
K. Deforest, 88, 8-80; F. T. Wheeler, 90, 10-80;
K. Empshall, 92, 12-80; A. W. Black; 97, 16-81;
B. Ferris, 101, 20-81; J. G. Batterson, 86, 3-83;
B. Graves, 91, 8-83; H. S. Padden, 92, 9-83;
elst H. Polhemus, 96, 12-83; R. W. Houghton, 13-83; Horace Waters, 98, 14-84; F. P. Kimball, 6-85; M. K. Waters, 90, 4-83; A. G. Soper, 107, -87; H. B. Lewis, 94, 6-88; F. C. Robertson, 95, -90; William S. Leads, 119, 18-101;

Both the Englewood Golf Club and the Richmond County Country Club essayed their first team match of the season yesterday, the two being antagonists at the Staten Islanders' course. The home men won by 14 to 12, but if McKnight had not been hurried he might possibly have evened up matters on his own account, for he was 7 up. Cottrell and Murray broke even, good work for the Englewood man on the veteran's home links. The score:

Richmond County—L. H. Thomas, 5: O. L. Williams, 5: C. T. Stout, 1: C. W. Talntor, 0: J. C. Cottell, 0: C. A. Blygh, 0: S. L. Davis, 3: P. M. Talntor, 0: Total, 14.
Englewood—W. P. F. Moore, 0: A. Kirkbey, 0: E. M. Barnes, 0: Frank M. Wilson, 2: M. T. Murray, 0: J. D. Gettner, 8: G. N. Boynton, 0: W. G. McKnight, 7. Total, 12.

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second hole. The details of their match M. G. A. champion; Freeman, Sr., and Marcus, Sr. The score in Juli:
Dyker Meadow—J. M. Rhett, O. J. L. Taylor, O. G. Weatherby, 1; C. J. Crookall, 2; Daniel Chauncer, I. W. J. Geddes, 4; Arthur P. Clapp, S. F. C. Jennings. O. Howard Maxwell, 4; Capt. F. N. Horn, 2; J. C. Powers, S. W. B. Rhett, O. H. G. McKeever, 4; J. M. Byers, 6; H. T. Walden, captain, 9; M. H. Goodwin, O. F. J. Phillips, 2; Charles Adams, 6; T. A. Eddy, 8; Frank Lyman, 4. Total, 59; Montclair—J. M. Ward, 2; Harold Wilcox, 1; T. T. Reid, O. C. B. Brown, O. C. E. Van Vieck, Jr., O; Marshall Whitlach, O. W. E. Marcus, Jr., O: Paul Wilcox, O; W. C. Freeman, 2; J. S. Jones, O; W. J. McCanvulie, O. C. E. McMahon, O; W. E. Marcus, Sr., S. C. E. Van Vieck, Sr., O; W. E. Hampton, O; W. P. Lawson, O, J. H. Harris, O. Total, S.

F. C. Winchester won the opening handicap of the Creacent A. C. season yesterday, mak-ing a net of 70 on a handicap of 14, and tying with G. C. Cassells for the gross score honors.

ing a net of 70 on a handicap of 14, and tying with G. C. Cassells for the gross score honors. The summary:
P. C. Winchester, 84, 14—70; K. Brown, 89, 18—71
H. Kryn, 86, 12—74; Thomas Horender, 88, 10—78
H. W. Ormsbee, 90, 12—78; G. C. Cassells, 84, 8—79
J. P. Cropsy, 91, 12—79; W. P. Pickett, 87, 6—81;
James M. Rhett, 87, 5—82; H. P. Rhett, 94, 10—84
James Watt, 97, 12—85.

WASHINGTON, April 22.—Picked teams from the golf associations of Philadelphia and the District of Columbia contested their fourth annual match over the course of the Columbia (lub here to-day and the visitors continued their uninterrupted string of victories with a score of 48 to 35. H. W. Perrin's golfing was the best in the forenoon, when he made the difficult course in bogy figures, 77, beating W. S. Harban by 8 up. Dr. Lee Harban, the District champion, defeated H. B. McFarland, he Philadelphia champion, 2 up, by covering the course in 78.
L. L. Harban and J. W. McKinley, Washnston, defeated H. W. Perrin, the former Philadelphia champion, and A. W. Tillinghast in the most important foursome match. The summary:

MATCHES IN BINGLES.

Washington-L. L. Harban, 2; O. McCammon, 0; W. S. Harban, 0; M. Thompson, 0; A. S. Mattingly, 0; W. M. Grav, 5; G. C. Lafferty, 7; W. R. Tuckerman, 0; E. P. Brooke, 0; Alex Britton, 0; J. C. Davidson, 0; W. P. Compton, 4; J. W. McKinley, 7, Total, 26.

Washington—L. L. Harban and J. W. McKinley, 5;
O. McCammon and W. P. Compton, 6; W. S. Harban, and W. R. Tuckerman, 5; M. Thompson and W. M. Gray, 1; G. C. Lafferty and Alex Britton, 0; A. S. Mattingly and J. C. Davidson, 1. Total, 10.
Philadelphia—H. W. Perrin and A. W. Tillinghast, 6; H. B. McFarland and C. S. Starr, 1; P. O. Horstmann and R. E. Griscom, 6; G. T. Cooke and R. E. Hanson, 6; G. A. Crump and H. P. Smith, 5; C. B. Calvert and W. C. Houston, 0, Total, 6.

YACHT LEVANTER LAUNCHED. Alfred Marshall's Steamer to Be Ready to

Go to the Start of Ocean Race. The Levanter, the new steam yacht built by the Gas Engine and Power Company at Morris Heights for Alfred Marshall, was launched yesterday afternoon. The yacht was ohristened by Miss C. A. Pendleton, a sister of Mrs. Alfred Marshall. A specia train took the guests to Morris Heights and in the party were Mr. and Mrs. Alfred Marshall, Mr. and Mrs. A. H. Wheeler, Mr. and Mrs. H. Albro, Mrs. A. N. MacGregor, Mr and Mrs. Vernam, Mr. and Mrs. F. Bell, Mr and Mrs. H. F. G. Wey, W. J. Parslow, M. and Mrs. J. H. Barnee, Mr. and Mrs. J. E. Halstead, the Misses A. L. and J. B. Duncan L. Ostrander, the Misses Packard, Tyler Redfield, Mr. and Mrs. William Hayward, H. B. Bergman, Miss Goodman, Mrs. Paul and Mrs. Lehman. After the launching the party returned to the city and lunched

The Levanter is built from designs by Charles L. Seabury. She is 131 feet over all 109 feet on the water line, 17 feet beam and 8 feet 5 inches draught. She is a flush deck, schooner rigged vessel with forward and after

schooner rigged vessel with forward and after deck houses. She is of composite build, the frames, keelsons, stringer and deck beams being of steel and the planking pine. The deck houses and triminings are of mahogany. The dining room is in the forward house and the after house is a social hall.

Below decks are seven staterooms. These are all finished in mahogany and richly furnished. The machinery consists of a triple expansion engine and an electric light plant. The forecastle has berths for eight men and there are rooms for the captain and engineer and a messroom. The yacht is to have a trial trip next week and will be in commission in time to go out to the start of the ocean race on May 16.

DRIVER SILLIMAN THROWN. Auto Frightens Clifford in Jamaica Speedway Races.

The harness races on the Jamaica speeds way yesterday proved the most exciting in years. Clifford, driven by Arthur E. Silliman, after winning the first heat in the free for all, finished third in the second and third heats, but in the fourth a big yellow automobile puffed up to the street net start and made a great deal of noise. Clifford pricked up his ears as the horses tur the score and jerked the lines out of his dr. hands, throwing him out of the suik mad rush down the speedway, where a run of half a mile the horse was so. The sulky wheels were badly smashe the horse was cut slightly about the ma-briver Silliman was knocked senselver recovered with medical attendance was taken to his home, at Woodside Half.

L. I. Arriey B. was withdrawn, and Wittonia surprised the crowd by winning. Massels, the bay mare recently purchased by August Scharfenberg of the Parkway Driving tinh won the 2.30 class mixed event in straight heats.